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GENERAL PLAN SUMMARY

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OVERALL GOAL & POLICY STATEMENTS

We, the citizens of Carlsbad, recognizing that we have a unique opportunity to meet the challenge of the future development of our City, do adopt the following goals and policies as part of the General Plan for the City of Carlsbad:

GOALS

The goal of the Carlsbad General Plan is to provide for the development of Carlsbad as a carefully planned, balanced community that will provide its citizens with the full range of physical facilities and human services that will ensure a life of quality for all.

This goal envisions a community composed of cohesive neighborhoods and areas of varied size and socio-economic structure grouped around an appropriate number of centers providing community services in a safe, attractive, pollution-free environment, based on a sound, viable, economy.

The following is a list of Elements of the General Plan with an accompanying overall goal statement for each:

1. Land Use

Provide a plan to guide the physical development of the City in an orderly, functional and compatible manner.

2. Open Space

Provide for the comprehensive and long-range preservation and conservation of open space within the City.

3. Conservation

Provide a plan for the conservation, development, and utilization of the natural resources in the City.

4. Geologic and Seismic Safety

Reduce loss of life, injuries, damage to property and economic and social dislocation resulting from geologic and seismic hazards.

5. Housing

Provide a variety of quality housing types suitable to the economic means and living styles of all identifiable segments of the population.

6. Parks and Recreation

Meet the recreational needs of the community by providing a system of parks, green belts, land and water recreation facilities and buildings in an integrated, useful, attractive and comfortable environment.

7. Circulation

Provide a safe, realistic, and integrated circulation system compatible with the existing and proposed land use pattern of the City.

8. Noise

Minimize the impact of noise pollution by providing compatible land use alternatives and reducing the level of noise wherever possible.

9. Scenic Highways

Preserve and enhance areas of scenic quality through the development, establishment, and protection of scenic highways.

10. Public Safety

Provide a comprehensive plan to prepare for and protect against fires, floods, and other major disasters.

11. Public Facilities

Assure that adequate public services and facilities are available to meet the needs of the existing and future population of the City.

GENERAL POLICY STATEMENTS

1. The goals of the General Plan reflect the desires of the community. Amendments to the General Plan shall be limited to those necessary to achieve these goals or to those reflective of changing goals of the community.
2. The General Plan shall be reviewed annually by a citizens' committee who recommend necessary revisions to the City Council for adoption.
3. An element of the General Plan shall not be amended more than three times per calendar year.
4. When an amendment is proposed to an element of the General Plan, the impact of such an action on each of the other elements shall also be considered.
5. Every element of the General Plan shall be considered when evaluating the conformity of a proposed project to the Plan.
6. Implementing tools, such as zoning, specific plans, and development plans, shall be consistent with each element of the General Plan.
7. If an inconsistency exists between a proposed project and the General Plan, this inconsistency shall be corrected prior to any action by the City.
8. Programs, such as a capital improvement budget, shall be developed to implement and maintain the goals and policies of the General Plan.
9. The rate of population growth shall be based on the City's capacity to furnish supportive services without adversely affecting established areas.
10. The City shall utilize a design review process to insure harmony and compatibility of new development with existing land uses.
11. The City shall maintain an informative dialogue with its citizens in formulating its policies and actions.
12. An aggressive attempt shall be made by the City to implement all of the recommendations of the General Plan.

LAND USE ELEMENT

GOALS

1. Preserve and enhance the environment, character and image of the City as a desirable residential, beach and open-space oriented community.
2. Create a pleasing and unique downtown area designed to attract the tourist and provide for the residents of the area.
3. Promote the economic viability of the agricultural and horticultural industries.
4. Develop an industrial base of light, pollution-free industries of such magnitude as will provide a reasonable tax base and opportunities for employment of local citizens.
5. Generate the development of commercial enterprises that support local industries, population and tourist trade.
6. Protect and conserve natural resources, fragile ecological areas, unique natural assets and historically significant features of the Community.
7. Provide for an orderly balance of both public and private land uses within convenient and compatible locations throughout the City and ensure that all such uses -- type, amount, design and arrangement -- serve to protect and enhance the environment, character and image of the City.
8. Encourage development only in those areas which can best support a change in land use without adverse impact.

POLICIES

1. Permit the development of land only after adequate provision for services such as transportation, water, sewerage, utilities and public facilities.
2. Arrange land uses so that they preserve community identity and are orderly, functionally efficient, healthful, convenient to the public and aesthetically pleasing.
3. Discourage strip commercial development.
4. Locate major commercial and industrial centers in areas which are easily accessible to major transportation facilities.

DESCRIPTION OF THE PLAN

The "Land Use Plan" represents the expected land uses in the City at some future period of time at total saturation. The designated land uses are based on existing trends and current planning practices. Tables I and II give the quantitative breakdown of each land use category represented on the Land Use Plan.

Table I projects a maximum population of 256,165 people at total saturation and a projected population of 208,291. However, since satura-

5. Encourage planned industrial parks as the preferred method of accommodating industrial uses.
6. Consider those zone requests for local commercial land use within the areas designated for residential use, only upon approval of a site development plan and determination of the following:
 - a. The adequacy and appropriateness of the proposal itself and impact on surrounding land uses.
 - b. Consistency with the guidelines contained in the General Plan.
 - c. Detailed site locations established through the specific planning process; and . . .
 - d. Conflicts between the Land Use Plan and Zoning shall be resolved by the Planning Commission.
7. Develop programs which would correlate rate of growth with service capabilities of the City.
8. Consider proposals for medium-rise structures, up to and including six stories, only upon the determination of the following:
 - a. The public will receive substantial benefit from such an action, i.e., increased open space, floodplain preservation, slope protection, etc.;
 - b. There will be no substantial detrimental impact on the adjoining properties; and . . .
 - c. The approval of a site development plan.
9. Specific Plans should be utilized to implement the intent of this Element in regard to Urban Land Reserves, Non-Residential Reserves and Special Treatment Areas.
10. Develop and retain open space in all categories of land use.
11. Encourage the types of commercial and industrial activities which will supply the City with a broad economic base, provide for the social need and reflect all environmental constraints.
12. Implementation of this element shall consider the social, economic and physical impacts on the Community.

tion is based at some infinite period of time, projections based on established bench-mark periods of time are much more realistic. Table III gives projections based on controlled existing trends, compiled by the San Diego Comprehensive Planning Organization. These projections are short-range in nature and better fit into the idea of a continual update program for the Land Use Element and the concept of Urban Land Reserves. These figures are not intended to be recommendations but are included as information only.

QUANTITATIVE BREAKDOWN OF LAND-USE PLAN							
RESIDENTIAL							
	Acres	% of Total	% of Type	Range	Max. D.U.'s	Min. D.U.'s	Projected D.U.'s
TOTAL STUDY AREA	23656						
RESIDENTIAL AREAS	13660	57.7					
Low Density	1777	7.5	13.0	0-1.5	2665	1777	1777 (x1)
Low-Medium Density	6487	27.4	47.5	0-4	25948	19461	19461 (x3)
Medium Density	3072	13.0	22.5	4-10	30720	12288	21504 (x7)
Medium-High Density	2073	8.8	15.2	10-20	41460	20730	31095 (x15)
High Density	251	1.1	1.8	20-30	7530	5020	6275 (x25)
TOTAL	13660		100.0		108323	59276	80112
Maximum Population at 2.6 people/D.U.					281640	154118	208291
Average Density of Residential Areas*					7.9	4.3	5.9
Net Density of Res. Areas (Less 33%)*					11.8	6.5	8.8
Overall City Density*					4.6	2.5	3.4

* DWELLING UNITS PER ACRE

Table - I

QUANTITATIVE BREAKDOWN OF LAND-USE PLAN			
NON-RESIDENTIAL			
	Acres	% of Total	% of Type
TOTAL STUDY AREA	23656		
NON-RESIDENTIAL AREAS	9996	42.3	
Intensive Regional Retail	106	0.4	1.1
Extensive Regional Retail	69	0.3	0.6
Regional Service	37	0.2	0.4
Community Commercial	81	0.3	0.8
Neighborhood Commercial	91	0.4	0.9
Travel Services	223	0.9	2.2
Central Business District	67	0.3	0.7
Recreational Commercial	239	1.0	2.4
Professional Office	135	0.6	1.4
Planned Industrial	806	3.5	8.1
Governmental Facilities	378	1.6	3.8
Public Utilities	178	0.8	1.8
Schools	600	2.5	6.0
Open Space	5062	21.4	50.6
Non-Residential Reserve	1933	8.2	19.3
TOTAL	9996		100.0

Table - II

LAND USE DESIGNATIONS

The following are the standards of popualtion density and building intensity to be applied to the land use classifications:

1. Residential

Density is the unit of measure used to compare and describe the intensity of residential land use. Different categories of density constitute policy statements used in establishing the public facility requirements for each area. Density allocations are not intended to designate building type. Refer to "Special Treatment Area Guidelines" for possible deviation from density allocations in the downtown area.

Five ranges of density have been incorporated into the General Plan. Each of these categories is implemented by one or more zone classifications which contain the specific site development standards.

All urban residential classifications may include neighborhood commercial uses, generally less than 5 acres, as well as all public facilities and open spaces, as legitimate supporting facilities and services, when they are located in accordance with the policies and criteria for determining consistency. Field crops and horticulture are not indicated on the plan map, and such uses may be included within any residential classification subject to proper zoning controls. Clustering of residential units in Planned Residential Developments will not be precluded by the various residential classifications.

- a. **Low Density:** Low Density residential classification -- rural, recreational or agricultural -- characterized by single-family dwellings on parcels one-half acre or larger, or cluster-type and innovative housing development at an overall density not to exceed one and one-half dwelling units per gross acre. Within this classification, a variety of housing types, including townhouses, condominiums, apartments, mobile homes, and single-family units may be allowed by compliance with development standards required by applicable ordinance provisions and guidelines specified in this General Plan, which recognize the slope of the natural terrain, percentage of site remaining in natural state, access, parking, geologic hazards, grading, utilities, fire protection, erosion control, ecological significance, scenic qualities and other prime open space and conservation considerations.
- b. **Low-Medium Density:** Urban low-medium density residential areas characterized usually by single-family homes and planned residential development -- 0 to 4 dwelling units per gross acre. A variety of overall housing types may be allowed as long as the overall density does not exceed 4 dwelling units per gross acre.
- c. **Medium Density:** Urban medium density residential areas characterized by small lot single-family homes or townhouses, duplexes, triplexes and low density apartment developments -- 4 to 10 dwelling units per gross acre.
- d. **Medium-High Density:** Urban multiple residential areas characterized by low rise condominium or apartment developments -- 10 to 20 dwelling units per gross acre.
- e. **High Density:** High density residential classification characterized by low and medium rise condominium and apartment development -- 20 to 30 dwelling units per gross acre.

EXPLANATORY NOTE ON RESIDENTIAL DENSITY: Using density ranges rather than specifying types of residential development (e.g., single-family or multiple-family units at a specific number of units per acre) allows flexibility in using zoning and specific plans to implement the Land Use Element, and promotes cluster development where it is desirable. One portion of a project may be developed at high density, and the remainder at very low density, or all development may occur at relatively high density with the remaining open space dedicated for use of persons in the subdivision or for all residents of the community. All densities are based on the gross acre.

EXPLANATORY NOTE ON DENSITY RANGES: The densities established for the low and low-medium density residential classifications simply designate the maximum number of dwelling units per gross acre that would be permitted if all other requirements are met. In those exceptional cases where the base zone is consistent with the land use designation but would permit a slightly higher yield than that recommended in the low and low-medium density residential classifications, the City may find that the project is consistent with this element if it is compatible with the objectives, policies, general land uses and programs expressed herein and does not exceed twenty five (25) percent of the maximum allocation.

The density allocations established for the medium, medium-high and high density residential categories are NOT meant as "minimums" and "maximums". The lower figure for each of these categories represents a "guaranteed" density and the higher figure represents a potential maximum that could be located in each area if certain criteria are met. The criteria shall be reviewed on a project-by-project basis and shall include such things as slope of land, soil stability, compatibility with surrounding land uses, flood plain protection, adequacy of public facilities, on-site amenities and preservation of unique and desirable natural resources. In other words, the density allocation for any project starts at the low end and, if a higher density is desired, the proposed development must prove itself worthy of the higher designation.

DENSITY RESTRICTIONS: Density ranges and cluster development are best applied to larger parcels of land. There are many small or sub-standard lots in the City that, because of their size, cannot meet the purpose and intent of these concepts. For this reason, the following density restrictions shall apply to all lots with less than fifteen thousand square feet of land area:

PARCEL SIZE	MAXIMUM DENSITY
2500 -- 5000 sq. ft.	2 D.U.'s. or General Plan Density, whichever is less
5000+ -- 7500 sq. ft.	4 D.U.'s. or General Plan Density, whichever is less
7500+ -- 15,000 sq. ft.	8 D.U.'s. or General Plan Density, whichever is less
Over 15,000 sq. ft.	General Plan Density

2. Commercial

Commercial land uses designated in the Land Use Plan are: Regional Retail Commercial, Regional Service Commercial, Community Commercial, Neighborhood Commercial, Travel Services Commercial, Recreation Commercial and Central Business District Commercial. It is to be noted that all of the possible locations for Neighborhood Commercial uses are not indicated on the map of the Land

Use Element. This is because local neighborhood commercial areas are generally of a relatively small size and are supportive of (thus can be located in) almost all other land use categories.

The Commercial classifications recommended in this Land Use Element relate to the level of commercial activity taking place and to the size of the market area more than to acreage in commercial use.

- a. **Intensive Regional Commercial:** These establishments offer such goods as clothing and household items, and reach their highest form as the "planned shopping center". Such centers should have orderly and functional store arrangement and adequate and convenient off-street parking.

Regional shopping centers have a market radius ranging up to 5 or more miles and serve a population of 20,000 to 80,000 families. Because of their large market area and high traffic volume, these areas require access to the entire region. The intersection of two primary streets is generally required. A department store is typically the major magnet of a regional shopping center, while other stores supplement and complement the various department store lines. A group of convenience stores, service facilities, business and professional offices are often associated with the center. Some of these may be incorporated in the center itself, or arranged at the periphery in the immediate area. A regional center draws other business establishments because it draws people. As a result, regional centers often function as the local shopping and community business area for adjacent residential neighborhoods. The minimum acreage of a regional center site averages 40 acres, not including space for expansion. Depending on the amount of local, community and other regional-level functions provided, the total commercial area could range from 80 to 90 acres.

The "discount store", as it has evolved in recent years, usually houses shopping, convenience and service departments, and functions similarly to a regional shopping center. The larger discount stores (75,000 sq.ft. or more) take on most, if not all, characteristics of the regional center and should accordingly be considered a regional facility.

- b. **Extensive Regional Commercial:** These commercial areas include a wide range of establishments dealing in large, low volume, high cost items such as furniture, automobiles (new and used), lumber and building materials, boats, mobile homes, farm machinery and garden supplies. Extensive shopping establishments are similar in market and population requirements to intensive shopping establishments, but, because of the cost of the items sold and the infrequency of purchase, customers are willing to travel greater distances to compare price and quality. In response to the wide range of items sold and the varied physical and transportation requirements involved, these establishments are rarely suited to planned shopping centers (except for household furnishings such as furniture and appliances) and seek locations accessible to a large population because they have a relatively low patron frequency. Intersections of primary streets, or near these intersections along a major arterial, meet their access needs. Their location should be near developments with similar physical characteristics, suitably separated from residential areas. Because of wide variety in their development, extensive storage and display needs, and need to associate with other business, wholesale and distribution activities, these establishments cannot be organized into independent functional shopping centers. The general space requirements for extensive shopping needs is one acre per 1000 families.

- c. **Regional Service Commercial:** These commercial areas provide repair and consumer services to residential areas and to other business establishments. Their characteristics often appear to be industrial in nature. As family purchasing power increases, the importance of this segment of the economy grows. The regional service sub-group includes service contractors (plumbing, heating, air-conditioning, electrical, housing repairs and maintenance), laundries and dry-cleaning plants, frozen food storage and custom food processing, major household and commercial appliance repair and major automobile and truck overhaul and body repair. Many of these activities are compatible with business activities of a less intense nature, and are often accessory to retail sales activity, such as a service department of an appliance store.

Because these establishments have low patronage and offer a large site requirement, they generally seek independent locations with low costs and good accessibilities. They should be separated from residential areas by physical barriers and by a proper orientation and spacing of structures and storage yards. Appropriate locations are along a major arterial or near the intersection of arterial streets. When locating these establishments, it is important to prevent detrimental affects on adjacent land and to ensure proper access to the street system. One acre per 2500 families is the estimated space need for these establishments, but this may increase in the future if the growth trend in this segment of the economy continues.

- d. **Community Commercial:** This category designates land for commercial centers which provide a wide range of facilities for retail trade, convenience goods, services and professional office uses. In addition to supermarkets, restaurants, movie theaters and banks, it includes areas of larger retail volume than that of neighborhood commercial. Financial, insurance, real estate and personal and professional services and wholesale trade are compatible with these business centers.

Community Commercial establishments usually serve a market area up to one and one-half mile radius, containing from 5,000 to 15,000 families. Usually they are closely related to residential development and often combine with "local shopping centers". Easy access to a relatively large area and population is required. The intersection of arterial streets is a common location for these establishments, and an area of 6 to 12 acres is usually needed.

- e. **Neighborhood Commercial:** There are two types of neighborhood (or local) commercial establishments: Neighborhood convenience shopping and neighborhood shopping. These commercial establishments assume two types of physical groupings: (1) The small convenience cluster, and . . . (2) The neighborhood shopping center;

the basic difference between the two is the scale of operation.

Neighborhood convenience establishments may exist as a group of small stores and service shops in a planned shopping center or as a single facility. Typical establishments within this sub-group are grocery stores, drug stores, beauty and barber shops and laundromats. Establishments of this kind serve the immediate surrounding residential area and draw a high per-

centage of walk-in patrons, although a certain amount of automobile traffic can be expected because of the low population densities common in newer areas. Often the convenience center is isolated from other business activity, but in close proximity to such community facilities as schools, parks and recreation areas. Usually these clusters require from 2 to 3 acres.

Local shopping areas are larger groupings of stores and shops of the local convenience type. Frequently occurring at the periphery of a residential area at the intersection of collectors or arterials, they serve two to four adjacent residential areas (local convenience clusters serve one residential area) and may contain supermarkets, drug stores, a hardware store, specialty stores, personal services, and business and professional offices. A local shopping group usually requires 5 to 10 acres for development.

- f. **Travel Services Commercial:** Travel Service areas, including motels, highway-oriented service stations and restaurants, serve business and industrial areas as well as the travelling public. These establishments should be accessible to interregional traffic, but they need not have direct roadway access as long as their location is easily identifiable.

While many patrons pass through the City and stop only overnight, these establishments also serve as the residence of people visiting the area for business or pleasure. Their space requirements relate to the needs of the entire northern San Diego County area. The space requirement for a specific location is dependent on the amount and type of transient traffic and the needs and extensiveness of nearby business and industrial areas. A site of five or more acres is required to provide a full range of travel services and facilities. Two important factors in developing travel service areas are:

- (1) Maintaining a functional street system through access control, and . . .
- (2) Preventing detrimental effects on or by adjacent land uses.

- g. **Recreation Commercial:** This category provides for commercial uses that are primarily recreational in nature. These uses include activities such as golf course club houses and pro-shops, tennis facilities, horse stables, boat launching facilities, restaurants and, if the recreation area is part of a larger planned community, residential uses with densities compatible with the surrounding uses.

- h. **Central Business District Commercial:** The Central Business District is located in the heart of "old" Carlsbad and is commonly referred to as the "downtown" or "inner city". Existing activities include such things as retail stores, offices, financial institutions, restaurants and service facilities. There are vacant lots and residential uses intermixed throughout the area. A thorough analysis of the problems of the CBD and follow-up recommendations for corrective action were completed in 1971 and are contained in two documents prepared by Duncan and Jones titled "Preliminary Analysis of Problems and Issues -- The Inner City" and "A Framework for Remedial Action -- The Inner City". Specific Planning programs need to be developed as a joint effort between the City, Chamber of Commerce and the downtown merchants, in order to revitalize this area.

3. Professional and Related Commercial

This classification designates areas which are compatible and environmentally suited to office and professional uses, including compatible and supportive related commercial uses. This land use could be placed along major arterials without creating adverse conditions which are associated with strip development, and can be used as buffers between commercial areas and residential uses.

4. Planned Industrial

The Land Use Map designates those areas currently used for, proposed as, or adjacent to industrial development, including manufacturing, warehousing, storage, research and development, and utility uses. Agricultural and outdoor recreation uses on lots of one acre or more are considered to be a proper interim use for industrially designated areas.

5. Governmental Facilities

This classification of land use designates areas currently being used for governmental functions including Civic Center maintenance yards and fire stations. As they develop, additional facilities such as branch libraries, auditoriums and community centers may be included in this category.

6. Public Utilities

This category of land use designates areas currently being used for public and quasi-public functions such as power generation, energy transmission and sewage treatment.

7. Schools

This land use classification represents both existing and proposed school sites necessary to serve the ultimate planning area. The sites are designated as elementary, junior high, high school, continuation school or private school facilities. Sites delineated with precise boundaries represent existing sites and sites shown with a circular symbol represent proposed sites to be confirmed by the respective school districts at time of development.

8. Open Space

- a. **Secured Open Space:** The plan map indicates the general location of secured or committed open space -- primarily open areas secured by the City's acquisition fee interest or acquisition of development rights (e.g., scenic, conservation, open space, or recreation easements, covenants, deed restrictions, public access easements, required land dedication, etc.).

- b. **Unsecured Prime Open Space Overlay:** The map titled "Prime Open Space and Conservation Areas" (identified in the Open Space and Conservation Elements) indicates the general location of valuable, unique or representative examples of natural, ecologic, scenic or cultural resources, and geologic hazard areas. These areas include, but are not limited to, flood plain and water resources, hillside and soil resources, and agricultural resources. It is intended that a special management approach be taken in these areas in order to protect and preserve those resources so designated in the adopted Open Space and Conservation Elements of the Carlsbad General Plan.

9. Non-Residential Reserve

This classification of land use designates areas held in reserve for non-residential uses such as agricultural, industrial, recreational, commercial, governmental and utility uses. The burden of proof to reclassify and develop the land lies with the developer or owner. Based on location criteria and on analysis of physical and man-made factors in the area, one large area shown on the Land Use Element

map is recommended for non-residential use. Although this acreage far exceeds the demand for a particular use anticipated in the foreseeable future, it is designated for long-range development because it possesses the following set of factors:

- a. Physical identity (it would not interfere with the development or functioning of adjoining land use areas).
- b. Available major surface and air transportation facilities.
- c. Adequate space for future non-residential development and expansion.
- d. Because of airport activities much of the land is undesirable for residential use.

The advisability of maintaining this amount of non-residential space at this location, in advance of an established need, must await a regional analysis study and the test of future events. Agricultural and other interim, non-residential land uses should be encouraged in this

area until its ultimate land use character can be definitely established.

10. Urban Reserve

The urban reserve overlay designates areas that may remain as open space for an undetermined period of time, with long-range uses indicated on the Land Use Plan. The land reserves are areas where development is not expected nor encouraged to occur in the immediate future. The territory is where critical planning decisions of a major proportion have to be made within the next five to ten years -- decisions which could affect or preclude options for a rational pattern of growth and development for Carlsbad. The objectives of identifying such areas include the temporary preservation of "open space" to control development patterns, discourage urban sprawl, channel growth into desirable areas, manage rate of growth to achieve optimal coordination of utilities and public facilities expenditures, and reserve land (land bank) for future (possibly unforeseen at this time) technological, governmental, commercial and industrial land uses. (See Figure - III below).

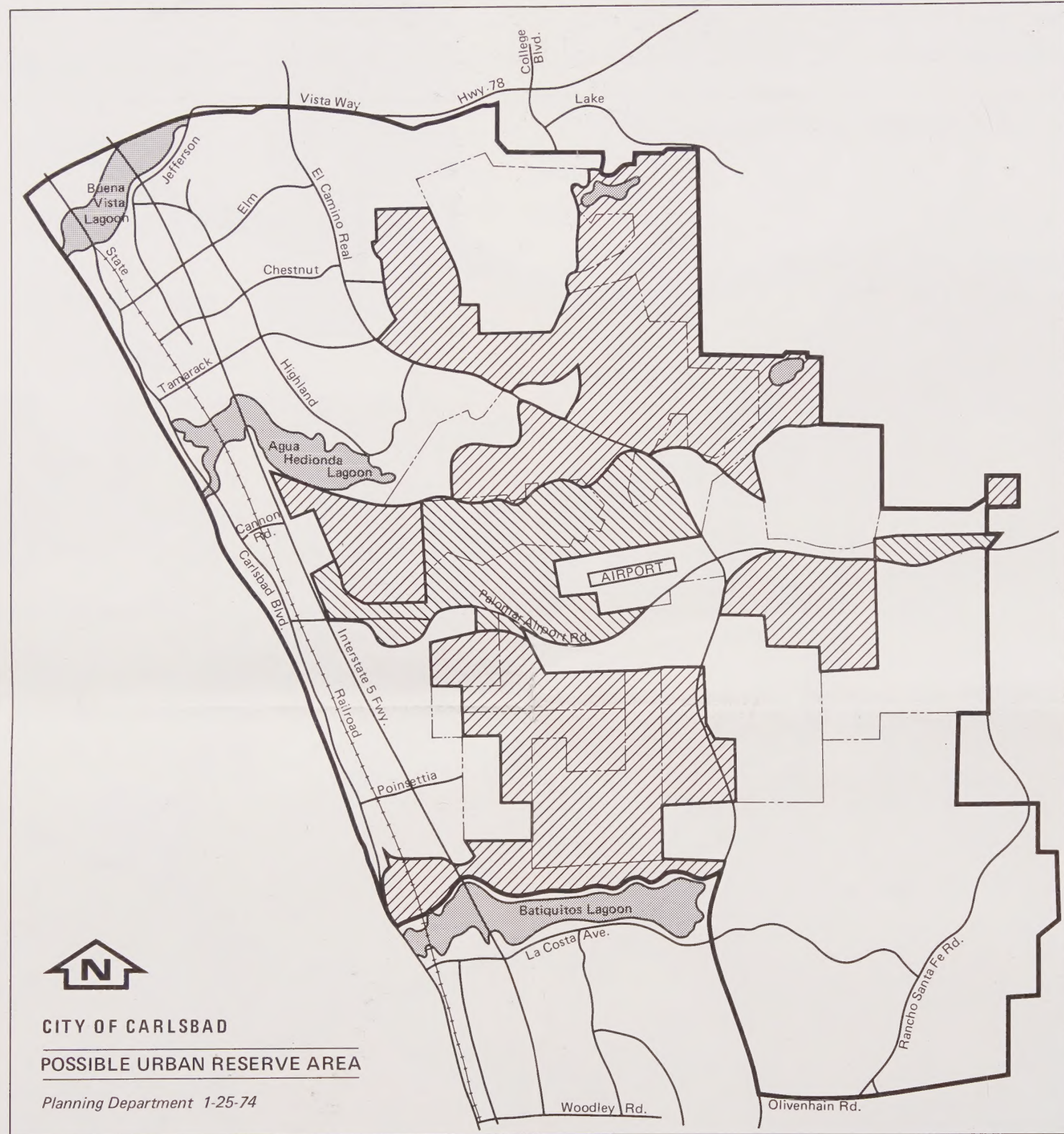


Figure - III

11. Special Treatment Area

The Land Use Plan designates particular areas that, because of existing conditions, warrant special treatment when considering future land uses. These areas include:

- a. The "Inner City" area as defined by the two reports prepared by Duncan and Jones in 1971, titled "Preliminary Analysis of Problems and Issues -- The Inner City" and "A Framework for Remedial Action -- The Inner City" and surrounding area.
- b. The Palomar Airport Influence Referral Area as defined by the Preliminary Plan prepared by Wilsey and Ham for the Comprehensive Planning Organization in 1974, titled "Comprehensive Land Use Plan -- Palomar Airport".
- c. The area north of Palomar Airport Road, on the easterly boundary of the planning area, currently being impacted by the Carlsbad Raceway.
- d. The three areas currently being considered by the County as potential Regional Park sites.
- e. The rock and mineral extraction areas within the City.
- f. The proposed community core area located in Southeast Carlsbad.

Other areas that are specifically impacted by such things as noise and geologic hazards are delineated in their respective elements of the General Plan.

12. Combination District

Some areas of the City are suitable for more than one of the aforementioned classifications. These areas are normally transitional in nature and lie between two or more incompatible land uses. A proposed use falling under either category and defined within an approved Specific Plan for the area would be consistent with the Land Use Element.

13. Unique and Special Uses

Within each land use designation, there is the potential for certain land uses that possess unique and special characteristics. These uses may include, but are not limited to, cemeteries, churches, golf courses, mobile home parks, recreational vehicle parks, public and quasi-public accessory buildings and facilities, and hospitals.

These types of uses cannot be automatically placed within any particular Land Use category and must be reviewed on an individual basis. Criteria for this review should include the following:

- a. The proposed use is necessary and desirable for the City;
- b. The proposed use will be in accord with all of the Elements of the General Plan;
- c. The proposed use is not detrimental to existing or planned uses in the same vicinity;
- d. The proposed site is adequate in size and shape to accommodate the proposed use and any future expansion that may be necessary;
- e. The street system serving the proposed use is adequate to properly handle all traffic generated by the proposed use with minimum disruption to existing area.

CONSISTENCY

Recent changes in State laws have established new requirements for government regulations of land use and development. Specifically the Government and Business and Professions Codes have been modified so that the administration of zoning and subdivision ordinances now requires consistency with the adopted General Plan. The provisions of these codes were changed by Assembly Bill 1301 (1971 legislative session) and Assembly Bill 1725 (1972 legislative session) to require that all cities and counties approve only those zone changes or land division maps that are found to be consistent with the adopted City General Plan. In addition, this legislation requires consistency between existing zoning ordinances and the Land Use Element. Therefore, the City must make its zoning ordinance and General Plan compatible and insure that future development proposals are consistent with the adopted City General Plan. As a definition of consistency, the City will adhere to the language contained in Assembly Bill 1725 as follows:

"A zoning ordinance shall be consistent with a City or County General Plan only if . . . (ii) the various land uses authorized by the ordinances are compatible with the objectives, policies, general land uses and programs specified in such plan."

These are the policies and criteria of this Plan for accomplishing this State requirement.

1. A land use proposal or zone, which if implemented would contribute to achieving the objectives established for the area by the General Plan, would clearly be consistent;
2. A land use proposal or zone, which if implemented would prevent the achievement of the objectives established for the area by the General Plan, would clearly be inconsistent; and . . .
3. If a proposed land use is not obviously consistent or inconsistent, then the Planning Commission and City Council must make a determination as to whether the proposed land use or zone, if implemented, would be compatible with the development of the surrounding area in the manner contemplated by the General Plan.

BOUNDARY DEFINITION

It is the intent of the City General Plan Map to show the general outlines of various land use allocations. The boundaries are not intended to be precise, and a reasonable transition of uses is not precluded by the plan map boundaries. When uncertainty does exist as to the precise boundary lines of various land uses identified on the map, such lines shall be interpreted in the following manner:

1. Where boundaries appear to follow the center line of a street or highway, boundaries shall be construed to follow such lines.
2. Where boundaries appear to follow ownership boundary lines, boundaries shall be construed to follow such lines.
3. Where boundaries appear to follow topographic features such as valleys or ridgelines, boundaries shall be construed to follow such features.
4. Where boundaries appear to reflect environmental and resource management considerations, boundaries shall be construed in a manner which is consistent with the considerations that the boundary reflects.

If the application of the above guidelines does not resolve the uncertainty or if the Planning Director or the affected property owner considered the result to be inappropriate, the matter may be referred to the Planning Commission for decision. The Planning Commission shall resolve the uncertainty in accord with all of the provisions of applicable Specific and General Plans. The decision of the Planning Commission may be appealed to the Council in accord with the usual procedures.

SPECIAL TREATMENT AREA GUIDELINES

1. A Specific Plan should be prepared for the downtown area. This Plan should be a joint effort of the City and downtown merchants and residents and should be directed at revitalizing the entire "Inner City" area. Until this Plan is completed, any proposed use that would be inconsistent with the uses designated on the Land Use Plan should be discouraged. Upon approval of a site development plan, density allocations as shown on the Land Use Plan for the "Inner City" and surrounding areas may be increased if the City finds that such an increase is consistent with the goals and objectives of the Land Use Element and with an approved Specific Plan for the "Inner City".
2. Any proposed use within the Palomar Airport impact area should be referred to the County Airport Land Use Commission for their review and comment. Any use in the area designated as Non-Residential Reserve on the Land Use Plan must justify its viability over the other possible uses. A Specific Plan for the entire influence area should be prepared by the City, County of San Diego and involved property owners.
3. As urban uses encroach upon the Carlsbad Raceway, operating under a Conditional Use Permit, the City will have to decide what the ultimate land uses in this area should be. If the use of the Raceway is to be terminated, residential and non-residential land uses, consistent with the rest of the planning area should be imposed on the area. If the Raceway is to remain in operation indefinitely, proper land use buffers should be applied as shown on the Land Use Plan. A long-range Specific Plan should be developed for this area.
4. Until the feasibility of locating a Regional Park at Lake Calavera, Batiquitos Lagoon and Agua Hedionda Lagoon is resolved, or until specific plans are presented to the City that demonstrate the desirability of an alternative course of action, the City of Carlsbad should protect the public's interest in these areas by discouraging any proposed use that would be inconsistent with the purpose and intent of the Open Space and Parks and Recreation Elements of the General Plan.
5. Areas currently used for, or having the potential of being used for, mineral or rock extraction should be identified and particular care should be utilized when considering adjoining land uses that would be incompatible to the extraction process.
6. A Specific Plan should be prepared for the proposed Community Core area located in southeast Carlsbad. Particular attention should be given to the possible land uses, their function and need, and their impact on the surrounding area and the rest of the City.

[illegible]

HOUSING ELEMENT

GOALS

It is the Goal of the City of Carlsbad:

1. That all residents of Carlsbad have access to adequate housing within a price range they can afford.
2. That current housing problems be met with programs for remedial action without wholesale displacement of residents.
3. That current trends in housing development be understood and problems met with preventive action.
4. That causes of housing problems be understood by the community and considered as the primary deterrent to the availability of adequate housing.
5. The environmental quality be established and enhanced to provide the necessary amenities and services for the residents of Carlsbad.
6. That priorities be based on the critical nature of housing needs as certain people are affected.

POLICIES

1. Minimize monotony and uniformity in residential growth by:
 - a. Preserving geographic and natural resources
 - b. Clustering residential unit types (utilization of P-C Zone)
 - c. Retaining natural topography
 - d. Providing contiguous open-space area
 - e. Encouraging design flexibility.
2. Minimize "sprawling" trends by:

- a. Increasing density in and around the City core
 - b. Concentrating urban functions (i.e., commercial areas, industrial areas, etc.) in distinct areas.
3. Provide low and moderate-cost housing through public action by:
 - a. Creating a Housing Authority
 - b. Implementing a "Leased Housing Program" financed, in part, with Department of Housing and Urban Development funds
 - c. Implementing a "Code Enforcement Program" financed, in part, with Department of Housing and Urban Development funds and administered in the prescribed area of marginal housing deterioration
 - d. Administering enforcement of The Uniform Housing Code throughout the City
 - e. Implementing a "Neighborhood Development Program" for areas beyond rehabilitation.
 4. Provide low and moderate-cost housing through private and/or joint public-private action by:
 - a. Offering flexibility in land development regulations
 - b. Promoting a nonprofit private organization or profit motive-private organization with the purpose of developing low-cost housing with FHA assistance
 - c. Orienting a low-cost housing project area to existing deteriorating neighborhoods
 - d. Offering assistance to developers of low or moderate-cost housing by providing any information necessary.

PARKS & RECREATION ELEMENT

GOALS

1. Provide a full, balanced and readily accessible program of facilities and activities to meet the needs of persons of all ages, physical conditions and socio-economic situations.
2. Enhance neighborhood livability, positive interaction and personal expression, health, enrichment and development through a complete spectrum of recreational activities.
3. Develop an appreciation of nature by expanding the opportunity for contact with the outdoors.
4. Develop an appreciation of cultural fine arts by providing programs and the opportunity to learn and use skills in dance, drama, art, music and other performing arts.
5. Develop an appreciation of athletics, sports and physical exercise, health and well-being, by providing training in the skills of and the opportunity to participate in these activities.
6. Provide a balanced park and recreation system which recognizes Carlsbad's facility needs, climate and other physical amenities.
7. To the degree possible, work toward seeing that land is acquired and facilities are developed on a "pay-as-you-go" basis. This cost should be prorated back to the people who will use and enjoy these facilities via the City's park land dedication or in-lieu fee ordinance. Facilities not directly serving new living units should be provided by other revenues collected from persons who enjoy Carlsbad's recreational amenities on a city-wide basis. As an example, such funds may include transient or motel-hotel taxes, sales taxes and park taxes.
8. Provide needed recreation facilities within reasonable access of all residents.
9. Maximize the function and use of parks by locating them next to the schools where this is in the best interest of the citizens and service.
10. Through physical development, create an invigorating, refreshing atmosphere in the City's parks.
11. As a "people-oriented, social service", parks should be financed by methods which enable all residents to enjoy an adequate level of service. The level of service provided should depend on the total wealth of the total City and not on the fortuitous location of wealthy residents or of taxable property.
12. Wherever possible and best for providing service, local parks should be located adjacent to school sites, thereby augmenting the open space facilities and recreational aspects of the school facilities.

POLICIES

1. Promote the cooperation of all private and governmental entities in achieving the acquisition and development of needed public facilities and programs based on a realistic program as approved by City Council.
2. Encourage the development of private parks and recreational facilities, while permanently insuring adequate public local parks and recreational facilities for all citizens of the incorporated areas, regardless of economic status.
3. Integrate planning for parks with planning for open space, conservation, hiking, bicycle and equestrian trails, regional parks, and scenic highways.
4. Provide local park facilities which are appropriate for the individual neighborhoods and communities in which they are located.
5. Insure that local parks are available and developed when and where needed by acquiring them and providing funds to develop them via the subdivision process.
6. Where development occurs which adds to local recreation needs, the majority, if not all of the cost of the added facilities, should be borne by those developments in that affected area.
7. Develop within each site, facilities that are attractive, pleasant, functional and safe.

8. Acquire sites and develop facilities to provide for special recreation needs including: passive and active recreation parks, nature areas, aquatic and athletic facilities, motor activity areas, performing arts center, auditorium and equestrian, pedestrian and bicycle trails.
9. Provide an equitable distribution of recreation facilities in each service area.
10. Continue close working relationship with the School District in order to assure the optimum use of joint use recreation facilities.
11. Continue to encourage and request private owners and public agencies to sell, donate or lease, for minimal fees, surplus lands which are suitable for park and open space uses.
12. In accordance with approved master plans and specific drawings encourage the help in the development of facilities by service clubs, civic groups, individual donors and others.
13. Require the dedication of park land or in-lieu fees, whichever is the best interest of the City in acquiring land and providing the development thereon, by developers to assure the provision of needed park and recreation facilities for residents of that developed area on a local and City-wide basis.
14. Give credit for private recreational developments only to the degree that these developments conform to the standards as established by this Plan.
15. Work and coordinate with private, public and quasi-public agencies for the development and use of resources within the City sphere of influence.
16. Make optimum use of natural, physical and human resources for recreation facilities and programs.
17. Preserve outstanding natural and historic resources.
18. Develop methods of acquiring and developing recreation facilities on a pay-as-you-go basis.
19. Provide the necessary physical and social environment to complement the recreation plan in each Recreation Service District.
20. Use innovative park design to relate to the needs of the Community.
21. Provide for the development of bicycle, pedestrian and equestrian trails and paths separate from automobile traffic.
22. Provide for the development of access walkways around all major water resources except for south shore of the outer lagoon of the Agua Hedionda Lagoon.
23. Give priority to the acquisition of land for recreation purposes so that future residents as well as present residents will have recreation opportunities.
24. Local park and recreation facilities should be equitably distributed so as to be accessible to all local residents.
25. All local park land accepted for maintenance by the City should consider site criteria established by the Parks and Recreation Element prior to acceptance.
26. In general, the time for development of the neighborhood park, and the proportion of the park to be improved, should be related to the anticipated time for completion of a substantial portion of the residential units to be constructed in the neighborhood.
27. The amount of local park land required for the City should be based on a projection of future community recreational needs.
28. Plans for local parks should be integrated with open space plans within planned residential developments as they are developed.
29. Encourage the use of bicycles and horses as an alternative mode of transportation for access to open space and recreation areas.
30. Encourage employee recreation in business and industrial areas in order to provide recreational opportunities for employees.
31. Require developers of condominiums and other multiple-family dwelling subdivisions of over 50 units to provide facilities that should be within close-use and supervisory distance of each home -- including tot lots and areas for relaxation, exercise and socialization as appropriate to the specific subdivision plan.

CIRCULATION ELEMENT

GOALS

Provide a comprehensive circulation system to serve the present and future needs of Carlsbad and the greater San Diego County area. This system will require a balance among travel modes based on safety, convenience, attractiveness, costs, social impacts and travel needs of the citizens of Carlsbad.

POLICIES

1. Improve operational efficiencies of streets by using modern design standards and the latest available technology. Include provisions for emergency and public service vehicles.
2. Construct each addition to the circulation system so that it will provide a usable link in the total system.
3. Minimize disruptive effects on human life caused by the construc-

tion and expansion of transportation facilities and utility services.

4. Provide bikeways for school routes, commuter and recreational uses. Also, make provisions for bikeways in virtually all new major, secondary and scenic roadways. Coordinate implementation of bikeways with Parks and Recreation Element.
5. Encourage and assist in the planning and development of a regional mass transit system with other appropriate agencies.
6. Provide adequate traffic safety measures at all intersections involving vehicular, pedestrian, and/or railroad traffic.
7. Coordinate the circulation plan with the development of the scenic route program (covered exclusively in the Scenic Highways Element) for the preservation and enhancement of the scenic qualities of selected corridors.

NOISE ELEMENT

GOALS

The Goal of the Noise Element is to achieve and maintain an environment which is free from excessive or harmful noise through identification, control and abatement.

POLICIES

1. The City shall protect the hearing and well being of Carlsbad's residents by controlling and abating harmful or undesirable sounds through the planning and regulatory process.
2. The City encourages the development of compatible land uses in areas which are subject to noise hazards.

3. The City shall attempt to control noise primarily at its source. Where this is not feasible, controls along the transmission path of the noise shall be encouraged.
4. The City shall take into consideration the acceptability of noise levels in approving or granting a permit or entitlement for any public or private project.
5. The City shall control noise generated through its own functions and activities.
6. The City shall encourage the development of compatible land uses surrounding airport facilities.
7. The City shall take measures to reduce traffic noise on streets throughout Carlsbad.



SCENIC HIGHWAYS ELEMENT

GOALS

The following goals relate to the overall end results desired of the Scenic Highways Program. They are intended to form the framework for public and private decision-making. These goals will be interpreted in more detail by a number of policies. In addition, action programs will be suggested to achieve the goals and policies of this Element. The goals of the Scenic Highways Element are:

1. To consider a system of routes that will increase both the enjoyment of, and opportunities for, recreational and cultural pursuits and tourism in Carlsbad.
2. To provide a process for the establishment of convenient and safe scenic pleasure drives and scenic routes to major recreational areas and points of historical, scenic, or cultural significance.
3. To provide multiple recreational uses, such as bike-ways, roadside rests, and observation points, when appropriate, on lands within, and adjacent to, designated scenic routes, and to provide a means of coordinating scenic routes with other trail systems within the City.

SCENIC HIGHWAYS PROGRAM

The steps that are necessary before a route can be designated as a scenic highway are as follows:

1. The route must be included within a "Master list of Eligible Routes" contained within the Scenic Highways Element of the Carlsbad General Plan.
2. A corridor study must be prepared for each route contained in the "Master List of Eligible Routes".
3. If the corridor study presents evidence that further controls are necessary, the City should prepare and adopt Specific Plans and overlay zoning for each route.

MASTER LIST OF ELIGIBLE ROUTES

The following list includes those existing local routes that the City has reviewed and found to be worthy of further study within the context of this Element. They are listed in their respective order of priority. The list may be expanded or modified as future conditions warrant. Routes eligible for City of Carlsbad Scenic Highway designation are as follows:

1. Interstate 5 -- from southerly City limits to Oceanside City limits (Note: This route is included within the State's Scenic Highway System and has the potential of receiving official State designation)
2. El Camino Real -- from southerly City limits to Oceanside City limits
3. Carlsbad Boulevard (Pacific Highway) -- from southerly City limits to Oceanside City limits

4. To assist in stabilizing or increasing private property values and/or the economy of Carlsbad by preserving and adding to the present scenic and historical amenities of the City.

POLICIES

1. The Scenic Highways Element shall supplement the Circulation, Open Space and Conservation, and Parks and Recreation Elements of the City's General Plan, and shall be in conformance with the policies and objectives of all City General Plan Elements.
2. The City shall implement the Scenic Highways Program established by this Element. Maximum citizen participation shall be utilized with each step of the Program.
3. The City shall coordinate its scenic highways program with the State, County, and adjacent cities, wherever possible.
4. The City shall seek financial assistance from Federal, State, and County sources whenever the expenditure of funds is necessary for the implementation of this Element.

4. Jefferson Street -- from Las Flores Drive to Oceanside City limits
5. Adams Street -- from Park Drive to Harrison Street
6. Park Drive -- from Kelly Drive to Adams Street
7. Lagoon Lane -- from Poinsettia Lane to southerly City limits
8. Rancho Santa Fe Road -- from southerly City limits to easterly City limits
9. Palomar Airport Road -- from Carlsbad Boulevard to easterly City limits

The following list includes future routes, as designated on the adopted Circulation Element of the General Plan, that the Staff feels, when constructed, may qualify to be added to the "Master List". The Staff suggests that when considering future improvement plans for these routes, the City should consider the potential scenic and historic amenities along these routes.

1. Cannon Road -- from Interstate 5 to El Camino Real
2. Lagoon Lane -- from Poinsettia Lane to El Camino Real
3. Melrose Drive -- along the County's right-of-way throughout the City of Carlsbad
4. Poinsettia Lane/Alga Road -- from Carlsbad Boulevard to future alignment of Melrose Drive
5. Park Drive -- from intersection with Kelly Drive to future connection with Cannon Road

PUBLIC SAFETY ELEMENT

GOALS

1. Minimize injury, loss of life and damage to property resulting from fire, flood, crime or hazardous use disaster occurrence.
2. Maximize public safety factors in the planning process.
3. Optimize organization and delivery of emergency services upon occurrence of fire, flood, crime or hazardous use disaster.

POLICIES

1. The City shall seek to reduce fire hazards to an acceptable level of risk.
2. The City will consider in land use decisions, site constraints in terms of fire hazards. Within designated areas where population or building densities may be inappropriate to the hazards present, measures will be taken to mitigate the risk of life and property loss.
3. The City will support the improvement of the delivery of fire protection services through functional cooperation of fire agencies.
4. The City will establish standards and criteria to reduce flood hazards and implement them by adopting new codes and ordinances or strengthening existing ones.
5. The City will continue to pursue flood control programs through such means as: application of the grading ordinance, the flood plain overlay zone, and the recommendations of the Open Space and Conservation and the Geologic and Seismic Safety Elements.
6. The City will seek the cooperation and coordination of all jurisdictions and agencies involved in the mitigation of flood hazards such as the San Diego County Flood Control District.
7. Encourage and support continued research and the use of new design concepts and technological improvements for the prevention of crime.
8. Encourage crime prevention through the planning process by establishing specific design criteria and standards to be used in the review of land use development.
9. The City will continue to pursue airport safety programs within the Palomar Airport flight path through such means as enforcement of the "Non-Residential Reserve" program defined in the Land Use

- Element, support the recommendations contained in the Palomar Airport Land Use Plan prepared by the Comprehensive Planning Organization, and by requiring site development review of affected projects.
10. The City will maintain and periodically update standard design criteria for the design of public works improvements in the City of Carlsbad.
11. The City will support the work of the San Diego Air Quality Planning Team in its preparation of the San Diego Regional Air Quality Strategy.
12. The City will continue to pursue health safety measures through the application of the City's Zoning Ordinance and through cooperation with the County's Department of Public Health.
13. The City will develop and maintain safety criteria related to the public hazards presented in this Element. Where it has no authority, the City will encourage and support other agencies in the development of strict safety standards for the protection of all the citizens of Carlsbad.
14. The City will utilize health safety considerations in the planning process.
15. The City will encourage and support a comprehensive emergency medical services system which coordinates regional resources.
16. The City shall encourage and support continued research and use of new technology to achieve an optimal level of emergency medical services.
17. The City will encourage and support measures which are necessary for the upgrading of ambulance services and training of emergency medical personnel.
18. The City will maintain and periodically update the City of Carlsbad Emergency Plan.
19. The City will continue to support and expand information programs related to the public hazards presented in this Element. Where it has no authority to direct, the City will encourage and support public safety programs.

PUBLIC FACILITIES ELEMENT

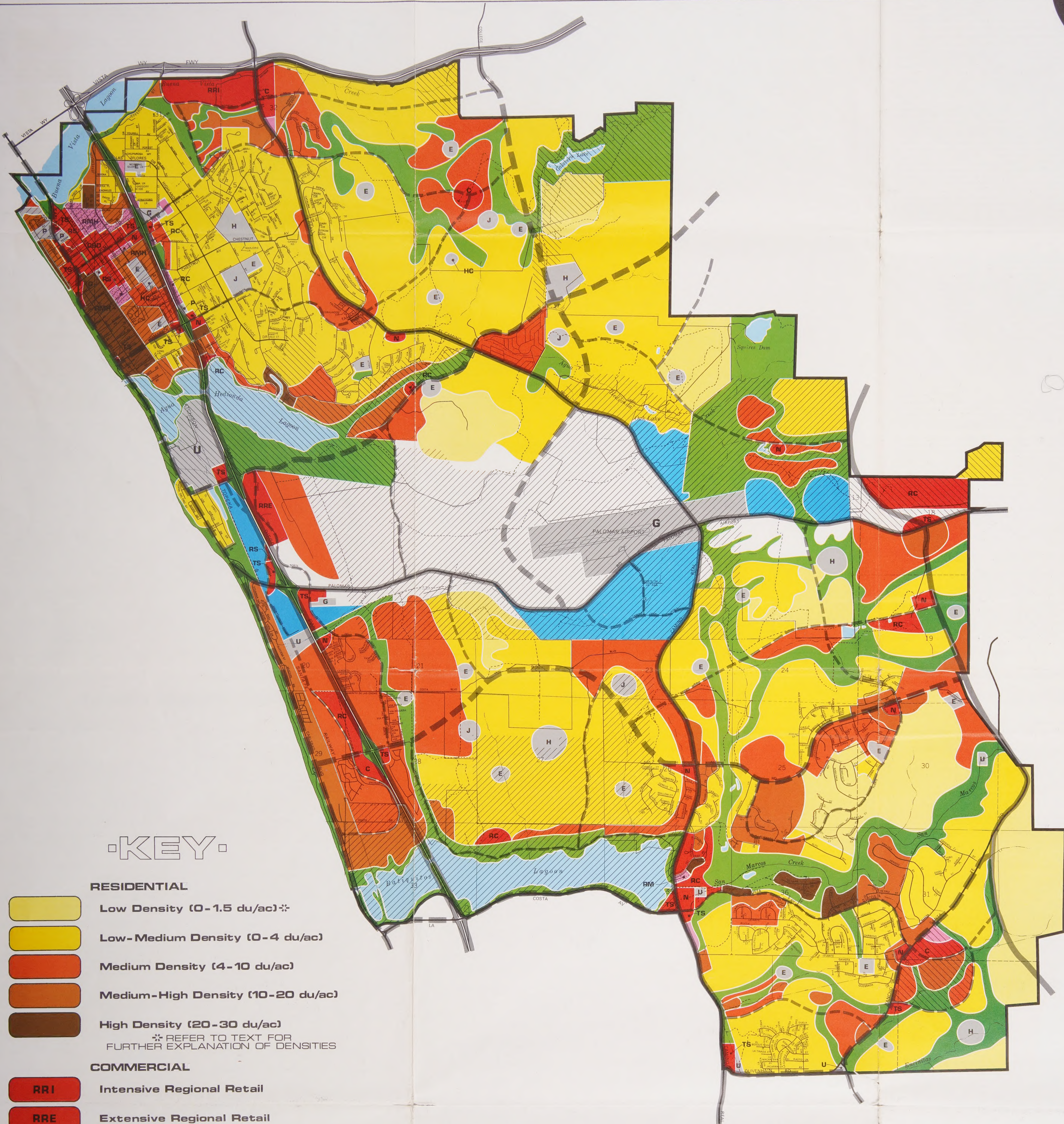
GOALS

To provide a comprehensive public services and facilities and public building program for the citizens of the City of Carlsbad now and in the future so as to insure that all necessary public facilities will be available concurrent with need in connection with the development of the City pursuant to the balance of the General Plan.

POLICIES

Before giving approval to zoning, rezoning, development or redevelopment proposals, the public health and safety and the general welfare of the Community and all its citizens require that the proponent of any such actions shall present evidence satisfactory to the City Council that all necessary services and facilities will be available concurrent with the need.

GENERAL PLAN CARLSBAD



KEY

RESIDENTIAL

- Low Density (0-1.5 du/ac) *
 - Low-Medium Density (0-4 du/ac)
 - Medium Density (4-10 du/ac)
 - Medium-High Density (10-20 du/ac)
 - High Density (20-30 du/ac)
- * REFER TO TEXT FOR FURTHER EXPLANATION OF DENSITIES

COMMERCIAL

- RRI** Intensive Regional Retail
- RRE** Extensive Regional Retail
- RS** Regional Service
- C** Community Commercial
- N** Neighborhood Commercial
- TS** Travel Services Commercial
- RC** Recreation Commercial
- CBD** Central Business District

PROFESSIONAL & RELATED COMMERCIAL

COMBINATION DISTRICT (Professional with additional use as noted: RM - Residential, Medium Density; RMH - Residential, Medium-High Density; RC - Recreation Commercial)

- PLANNED INDUSTRIAL**
- G** GOVERNMENTAL FACILITIES
- U** PUBLIC UTILITIES
- SCHOOLS**
 - E** Elementary
 - J** Junior High
 - H** High School
 - HC** Continuation
 - P** Private

- OPEN SPACE**
- WATER BODIES**
- NON-RESIDENTIAL RESERVE**
- SPECIAL TREATMENT AREA**
- CIRCULATION**
 - Freeways
 - Prime Arterials
 - Major Arterials
 - Secondary Arterials

Land-Use & Circulation

PLAN SUMMARY CALIFORNIA

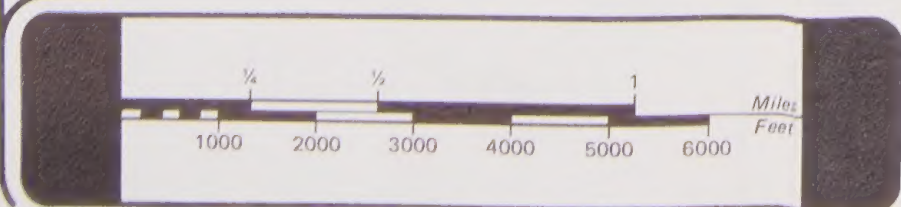


KEY

Maps prepared by:
MAPPING SECTION
San Diego County Department of Transportation
4955 Mercury Street, San Diego, California 92111

DATUM IS MEAN SEA LEVEL
POLYCONIC PROJECTION, 1927 NORTH AMERICAN DATUM

SCALE 1: 24 000



11

**PARKS - Number refers to description in text
(from Parks & Recreation Element)**



**PRIME OPEN SPACE & CONSERVATION AREAS
(from Open Space & Conservation Element)**



WATER BODIES - Lagoons, Lakes & Reservoirs

SDG&E TRANSMISSION EASEMENTS

GENERAL NOTE:

This General Plan Summary was printed in March, 1977. At that time, the text and maps were a true and accurate representation of selected portions of the adopted General Plan of the City of Carlsbad. The user is hereby advised that changes may have occurred since that time and should verify any details with the official documents on file in the Planning Department of the City of Carlsbad.

Open Space & Parks